91-00451

MICROLOG

East Scenic Acres Area Structure Plan and supporting information : draft (Calgary, Alta.)

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EAST SCENIC ACRES

Area structure Plan and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

SEPTEMBER 1990

EAST SCENIC ACRES

Area structure Plan and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

SEPTEMBER 1990

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Area Structure Plan

EAST SCENIC ACRES AREA STRUCTURE PLAN

TABLE OF CONTENTS

PAGE

PREFACE 1

PART 1: The Area Structure Plan

1.0 Planning Area 2

2.0 Planning Concept 2

3.0 Planning Policies 4

- 3.1 Residential Areas 4
- 3.2 Commercial Areas 4
- 3.3 Open Space 4
- 3.4 Roads 6
- 3.5 L.R.T. Station Area 7
- 3.6 Bus Service 7
- 3.7 The Restricted Development Area 7
- 3.8 Utilities 8
- 3.9 Phasing of Development 8

PAGE

LIST OF MAPS

Map 1 Location 3

Map 2 Land Use and Transportation Plan 5

PREFACE

The role of the area structure plan is to provide a framework for the subdivision and future development of an area usually covering between one and four sections of land. Area structure plans are prepared in conformity with Section 64 of the Planning Act and the policies of the General Municipal Plan.

Area structure plans are statutory documents which come into effect only after being approved by Council following a public hearing. It is not mandatory to have an area structure plan but where one has been approved its policies are binding on plans of subdivision, and land use and development decisions must be in conformity with them. The information typically found in area structure plans includes the land uses proposed for an area, the expected population density, the general location of major transportation routes and utilities, the location of schools and the provision of community and emergency services.

In the case of East Scenic Acres because development proceeded before certain concerns raised by the community and landowners had been resolved, outline plans have been approved and a substantial part of the community built, prior to approval of this area structure plan.

EAST SCENIC ACRES
PART I: THE AREA STRUCTURE PLAN

1.0 PLANNING AREA (Map 1)

East Scenic Acres is located in the northwest sector of the city south of Crowchild Trail and west of Nose Hill Drive N.W. The area structure plan encompasses 259 hectares (640 acres), of which roughly 245 hectares (605 acres) are developable.

2.0 PLANNING CONCEPT

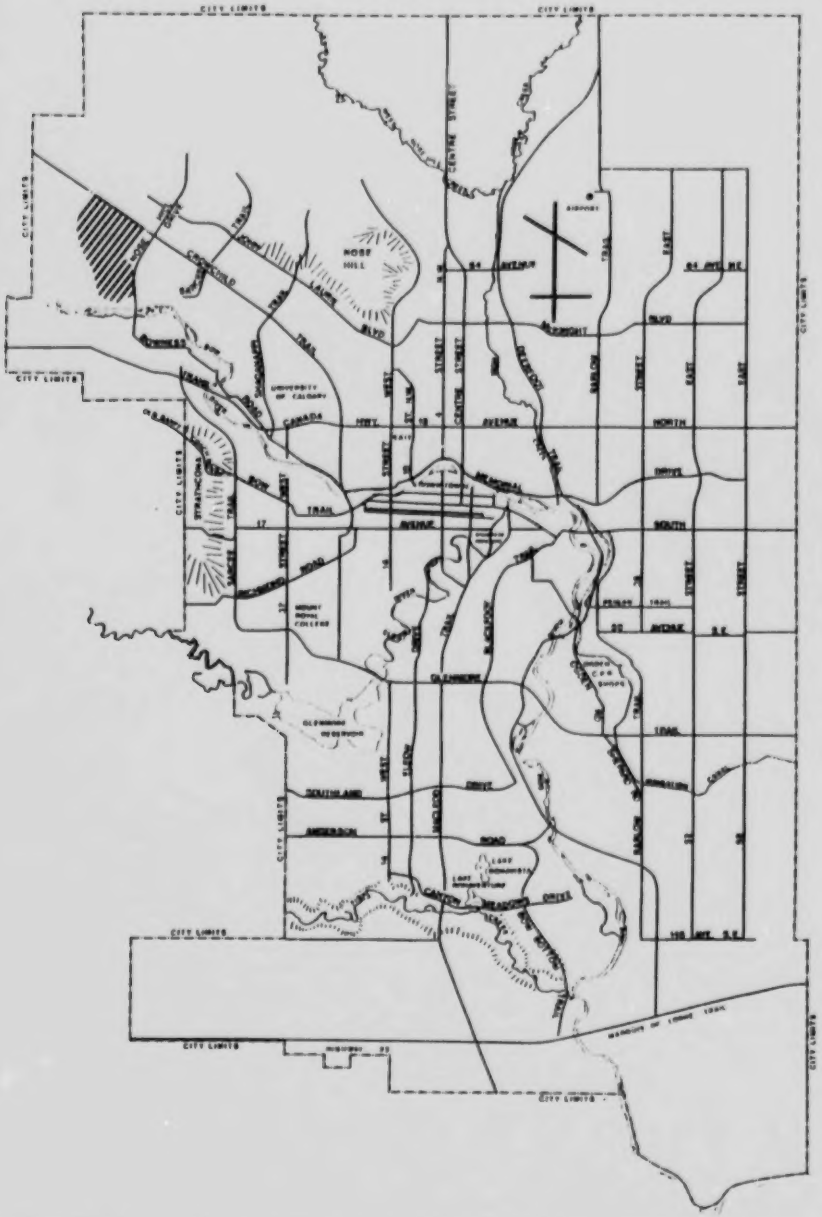
The predominant land use will be residential, with mostly single family housing. At an overall density in the range of 12.3 to 14.8 units per gross residential hectare (5 to 6 units per acre), the ultimate population of the area is expected to be between 9,000 and 11,000.[1] Low to medium density multi-family housing, designed to be compatible with adjoining development, should be located on suitable sites in close proximity to the future L.R.T. station.

The plan incorporates two joint use sites, one in the north-central portion of the area, and the other on Scenic Acres Drive toward the southern part of the community. In addition, the Crowchild Twin Arena will continue to serve as a major recreational facility, not only for East Scenic Acres, but also for other communities in northwest Calgary.

With the close proximity of the Crowfoot Centre to the north of Crowchild Trail, no regional or sector-level retail centres will be needed within East Scenic Acres.

Access to East Scenic Acres will be off Nosehill Drive and Stoney Trail.

1. An occupancy rate of 3.00 persons per dwelling unit is assumed for this area.



EAST SCENIC ACRES | **MAP 1**

TITLE
LOCATION

LEGEND

STUDY AREA

DATE
SEPTEMBER 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 2mi 4mi
0 3200m 6400m

3.0 PLANNING POLICIES (Map 2)

3.1 Residential Areas

a. The predominant form of housing is expected to be single family.

b. At the discretion of the developer, or as required by the Approving Authority, provision will be made for multi-family sites within the area. Multi-family development is encouraged in the vicinity of the proposed LRT station.

c. The overall residential density is expected to be in the range of 12 to 15 units per gross residential hectare (5 to 6 units per acre). However, subdivisions at densities below or above this range will be considered for approval.

3.2 Commercial Areas

Provision has been made for a neighbourhood shopping centre to be developed on a 2.4 hectare (6 acre) site at the northwest corner of the eastern intersection of Scenic Acres Boulevard and Scurfield Drive.

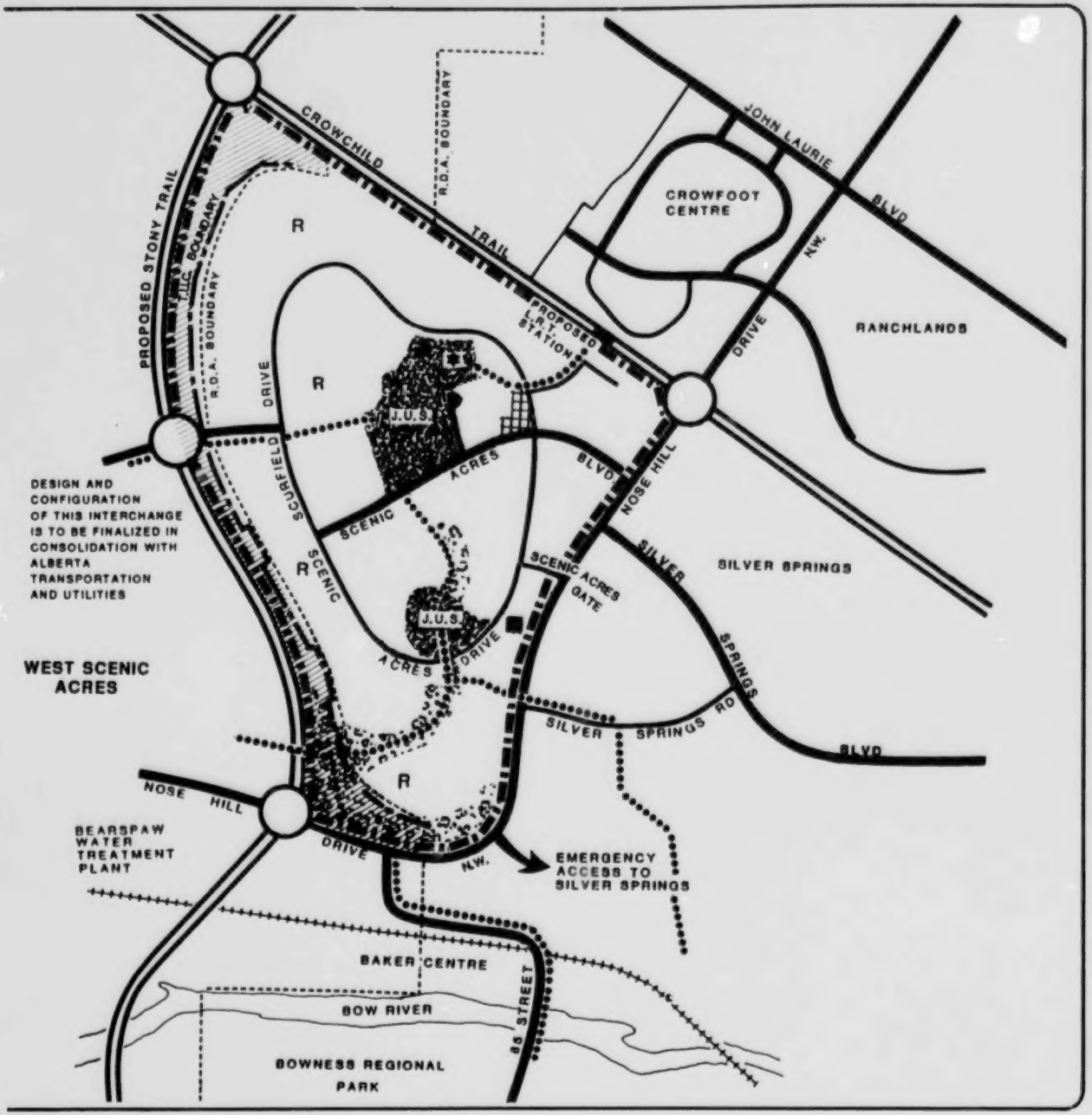
3.3 Open Space

a. <u>School Site and Public Areas</u>

The open space system shown on Map 2 is conceptual only. The final configuration will be determined at the outline plan stage.

i. The Plan provides for two joint use sites, one in the north-central portion of the area of roughly 9.7 hectares (24 acres), and a 4 hectare (10 acre) site near the southern edge of the community. The larger site is a possible location for the community hall and eventually will contain a public elementary school and separate elementary and junior high schools. The smaller southern site will provide for a public elementary school and playgrounds.

ii. The coulee running north-south from Scenic Acres Boulevard should accommodate one leg of a regional pathway system, linking the two joint use sites with other surrounding communities and natural features.



EAST SCENIC ACRES

MAP 2

TITLE
LAND USE AND TRANSPORTATION PLAN

LEGEND

- R — RESIDENTIAL
- NEIGHBOURHOOD SHOPPING CENTRE
- JOINT USE SITE
- PARK / OPEN SPACE
- FREEWAY / EXPRESSWAY
- MAJOR ROAD
- PRIMARY COLLECTOR / COLLECTOR
- PEDESTRIAN / BICYCLE SYSTEM
- STUDY AREA BOUNDARY
- TRANSPORTATION AND UTILITY CORRIDOR
- RESTRICTED DEVELOPMENT AREA
- CROWCHILD TWIN ARENA
- POSSIBLE FUTURE COMMUNITY HALL

DATE
SEPTEMBER 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 mi 0.5 mi
0 400 m 800 m

iii. Tot lots, feature parks and local pedestrian/ cyclist pathways shall be provided as appropriate throughout the community.

b. Environmentally Sensitive Areas

i. The coulee in the southern portion of the community is an environmentally sensitive natural amenity which shall be protected from development. Except for the regional pathway described in 3.3 ii., it shall be left in its natural state. The boundaries of the coulee shall be determined at the outline planning stage of adjoining areas.

ii. The escarpment running along the southern boundary of the planning area shall be preserved as natural open space in accordance with Calgary General Plan Policy PR 17.

3.4 Roads

The road network, shown conceptually on Map 2, and the following policies, shall form a basis for more detailed transportation planning at the outline plan stage.

a. Easterly access to East Scenic Acres community will be off Nose Hill Drive at Scenic Acres Gate and Scenic Acres Boulevard. Westerly access will be from Stoney Trail at a location approximately 1,500 metres south of the centre line of Crowchild Trail.

b. The basic internal road network shall consist of a major road (Scenic Acres Boulevard) running roughly east-west through the centre of the community. This road will connect at two locations to a primary collector/collector loop (Scenic Acres Drive - Scurfield Drive), providing access to the southern and northern halves of the community. The western portion of the loop road will be linked to Stoney Trail by a major road connector. Scenic Acres Boulevard shall be separated from the Stoney Trail connector by a minimum distance of 400 metres. This will create a significant jog in the major route through the community and is intended to discourage short cutting traffic from West Scenic Acres community.

c. In the event that short-cutting traffic on the Stoney Trail connector (i.e., traffic not destined for a location within East Scenic Acres) exceeds 2,000 vehicles per day, the Administration will initiate a study, in consultation with the community association,

affected residents, and the ward alderman, to determine what traffic control measures should be implemented.

d. Scenic Acres Boulevard, a major standard roadway, may have a left-turn bay to allow west bound traffic access to the Scenic Acres commercial site.

e. Scurfield Drive shall be built as a primary collector at each end tapering to a collector roadway in the middle portion to the satisfaction of the Director of Transportation.

3.5 L.R.T. Station Area

The Northwest L.R.T. Functional Study, 1980, determined that an L.R.T. station would be located approximately where shown on Map 2.

3.6 Bus Service

The internal roadway collector loop will be utilized as a bus loop.

3.7 The Restricted Development Area

A strip of land running along the western boundary of the community, and part of the north and south boundaries, is within the Restricted Development Area (R.D.A.) and subject to Provincial Government R.D.A. regulations.

The purpose of these regulations is to protect the rights-of-way of a future ring road and major utility corridor. Transportation By-law 3M82 identifies the Stoney Trail as the northern and northwestern portion of this ring road, which is planned ultimately to surround most of Calgary's built-up area.

As a result of a more recent assessment of rights-of-way requirements for the ring road and utilities, a new boundary has been defined, which is now referred to as the Transportation and Utility Corridor (T.U.C.). The new boundary covers a smaller area than the R.D.A., and the area between the two boundaries is considered surplus to the T.U.C. requirements. The following policies shall apply:

a. In approving outline plans for East Scenic Acres, the Approving Authority shall ensure proper pedestrian and vehicular access to the T.U.C. lands. This access is required for the installation and maintenance of utilities and for other potential uses (e.g., development on surplus lands, pedestrian/ cyclist pathways, etc.).

b. The Approving Authority shall also ensure that the utilities planned for East Scenic Acres can be extended to service any potential development on the surplus lands.

c. Lands within the R.D.A., and declared surplus to the T.U.C. requirements, are to be developed in accordance with this plan.

d. The developer shall ensure that land use signs, placed within the community and affecting land abutting the T.U.C. boundary, clearly identify that boundary.

3.8 Utilities

East Scenic Acres will be serviced with all utilities (water, sewer, electricity, etc.) by extending existing utilities from the east and north.

(Further information on servicing is provided in the Supporting Information Section of this document.)

3.9 Phasing of Development

Development has been progressing from east to west in step with the provision of roads and services and the area is now substantially built out or plans have been approved.

Supporting Information

EAST SCENIC ACRES AREA STRUCTURE PLAN

TABLE OF CONTENTS

		PAGE
4.0	**Location and Features**	13
4.1	Location and Background	13
4.2	Natural Features	14
5.0	**Policy Context**	16
5.1	Land Use Policy	16
5.1.1	The Crowfoot Centre	16
5.1.2	L.R.T. Land Use Policies	16
5.1.3	Design Brief and Area Structure Plans	16
5.2	Transportation Policy Context	18
5.2.1	Commissioners Report OD89-106	18
5.2.2	The Crowchild Trail North Functional Planning Study	18
5.2.3	Transportation Improvements Priorities Study 1990 Update	18
5.2.4	85 Street N.W. Traffic Study (1986)	18
6.0	**Transportation Facilities**	19
6.1	Crowchild Trail	19
6.2	Stoney Trail	19
6.3	Nose Hill Drive N.W.	19
6.4	Northwest Light Rail Transit	19
7.0	**Utilities**	20
7.1	Water Supply	20
7.1.1	Nose Hill Zone	20
7.1.2	Big Hill West Zone	20
7.1.3	Spy Hill West Zone	20
7.2	Storm and Sanitary Sewers	22
7.3	Electrical Service	24
7.4	Natural Gas	26
7.5	Telephone	26
8.0	**Community Services**	28
8.1	Schools	28
8.2	Community and Recreational Facilities	28
8.3	Police Service	28
8.4	Fire Protection	28
8.5	Library Service	29
8.6	Social Services	29
8.7	Public Health Services	29

PAGE

LIST OF MAPS

Map 3 Slope Analysis 15

Map 4 Policy Context 17

Map 5 Water Supply 21

Map 6 Sewer System 23

Map 7 Electricity 25

Map 8 Natural Gas and Telephone 27

PART II: SUPPORTING INFORMATION

4.0 LOCATION AND FEATURES

4.1 Location and Background

East Scenic Acres is located at the northwestern periphery of Calgary's built-up area, approximately 14.0 kilometres (8.7 miles) northwest of the city centre, and 6.7 kilometres (4.2 miles) northwest of the University of Calgary. To the north are Crowchild Trail, the Crowfoot Centre and the proposed community of Arbour Lake. To the east and northeast are Nose Hill Drive, and the existing communities of Silver Springs and Ranchlands. The Baker Centre, and other Provincial Government facilities, are located south of the study area[2]. To the west is the proposed Stoney Trail and the West Scenic Acres planning area.

The study area was annexed in several stages, beginning in the early 1960's. The triangular-shaped portion east of the 85 Street road allowance (36 hectares/90 acres) has been within the city limits since 1961, and was developed first. In 1979, another 279 hectares (690 acres) was annexed[3], and in 1981 a further annexation took place which included the balance of the study area and West Scenic Acres.

2. The area between Nose Hill Drive N.W. and the Bow River, which includes the Baker Centre, Bow Crow Forest Headquarters and a large vacant site, is in the ownership of the Provincial Government. The Baker Centre has been relocated within this area to a site just west of 85 Street and south of the railway right-of-way.

3. These figures include portions of the Restricted Development Area, which are outside the study area.

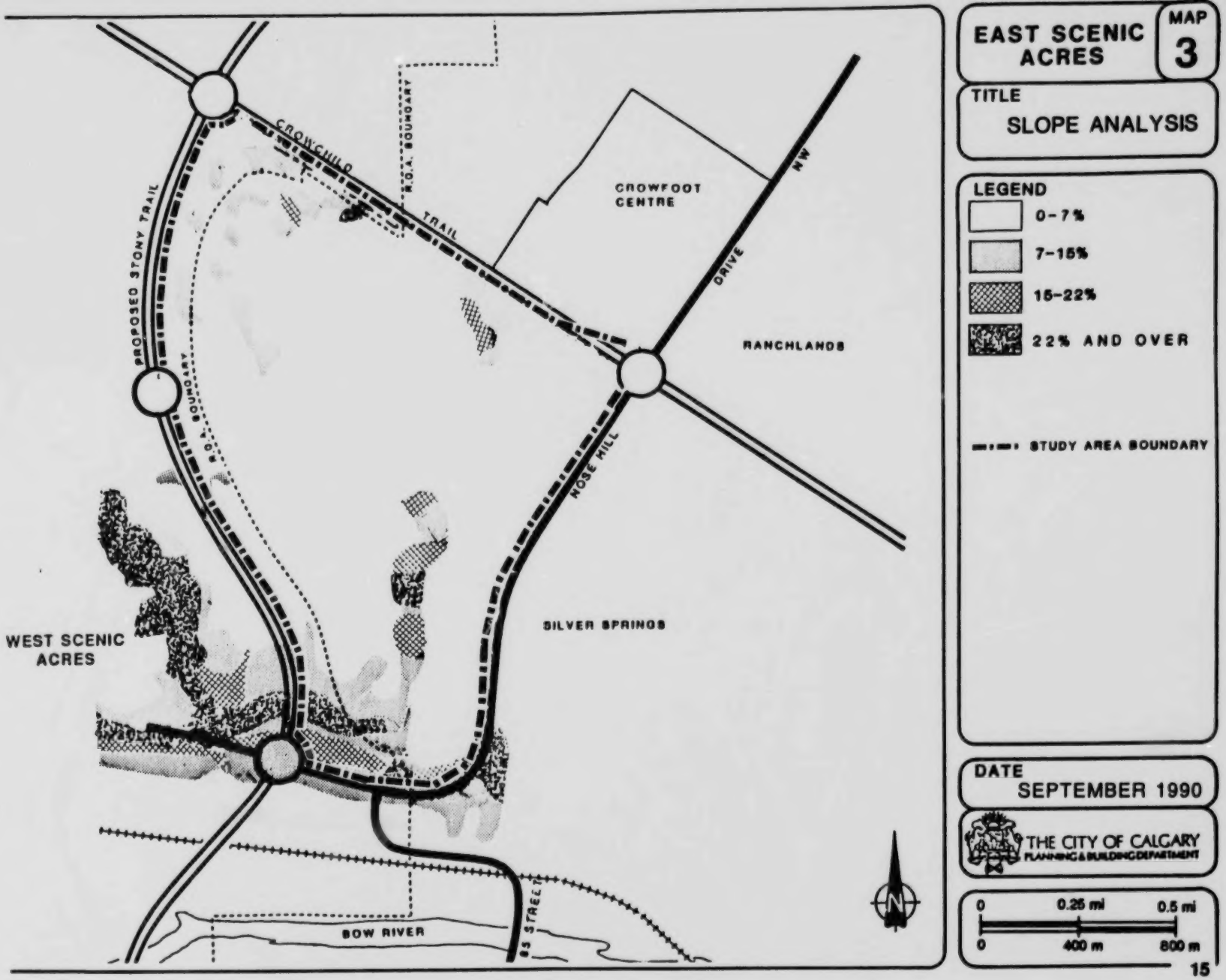
4.2 Natural Features (Map 3)

In the northwest sector of Calgary the land generally slopes upward in a series of terraces from the Bow River valley in a northerly direction towards the western extensions of Nose Hill. Within the developable area of East Scenic Acres, the maximum elevation difference is 50 metres (164 feet). This topography provides for interesting views in a southwesterly direction towards the mountains.

The main land feature in the study area is the upland prairie. This is a fairly level area except for a gentle slope downward in the southerly direction. It is bounded by a steep escarpment to the south, a part of the northeastern slopes of the Bow River valley, which is 38 metres (125 feet) high at this location. A deep coulee bisects the southern portion of the study area in the north-south direction. At its southern end, the coulee swings west to join the main valley. The coulee is presently the main drainage course for stormwater runoff.

Trees and concentrations of shrubs are found in moister areas, such as north-facing slopes and shallow depressions. They are particularly prominent in the coulee and along the Bow Valley escarpment. Substantial stands of mature aspen poplars are scattered throughout the northwest portion of the study area.

The surface geology is generally conducive to development. The upper layers of the soil are composed of silt and clay, sometimes mixed with sand. These are glacial deposits which can be up to 20 feet in depth. The bedrock below is sufficiently deep so as not to restrict the placement of foundations or underground utilities.



EAST SCENIC ACRES

MAP 3

TITLE

SLOPE ANALYSIS

LEGEND

- 0-7%
- 7-15%
- 15-22%
- 22% AND OVER
- STUDY AREA BOUNDARY

DATE

SEPTEMBER 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 mi 0.5 mi
0 400 m 800 m

5.0 POLICY CONTEXT (Map 4)

5.1 Land Use Policy

The following policy documents are those which most affect the planning of East Scenic Acres.

5.1.1 The Crowfoot Centre

In 1983, City Council approved Land Use By-law Amendment No. 105Z83 for the Crowfoot Centre, located immediately north of East Scenic Acres. As approved, this site could accommodate a regional shopping centre, commercial services, office buildings, automotive retail, public uses and a hotel, as well as multi-family residential use. A park'n'ride facility with a pedestrian bridge connecting to the future L.R.T. station at Nose Hill Drive N.W. is also planned on this site. A number of commercial uses are already located on both sides of Crowfoot Way.

5.1.2 L.R.T. Land Use Policies

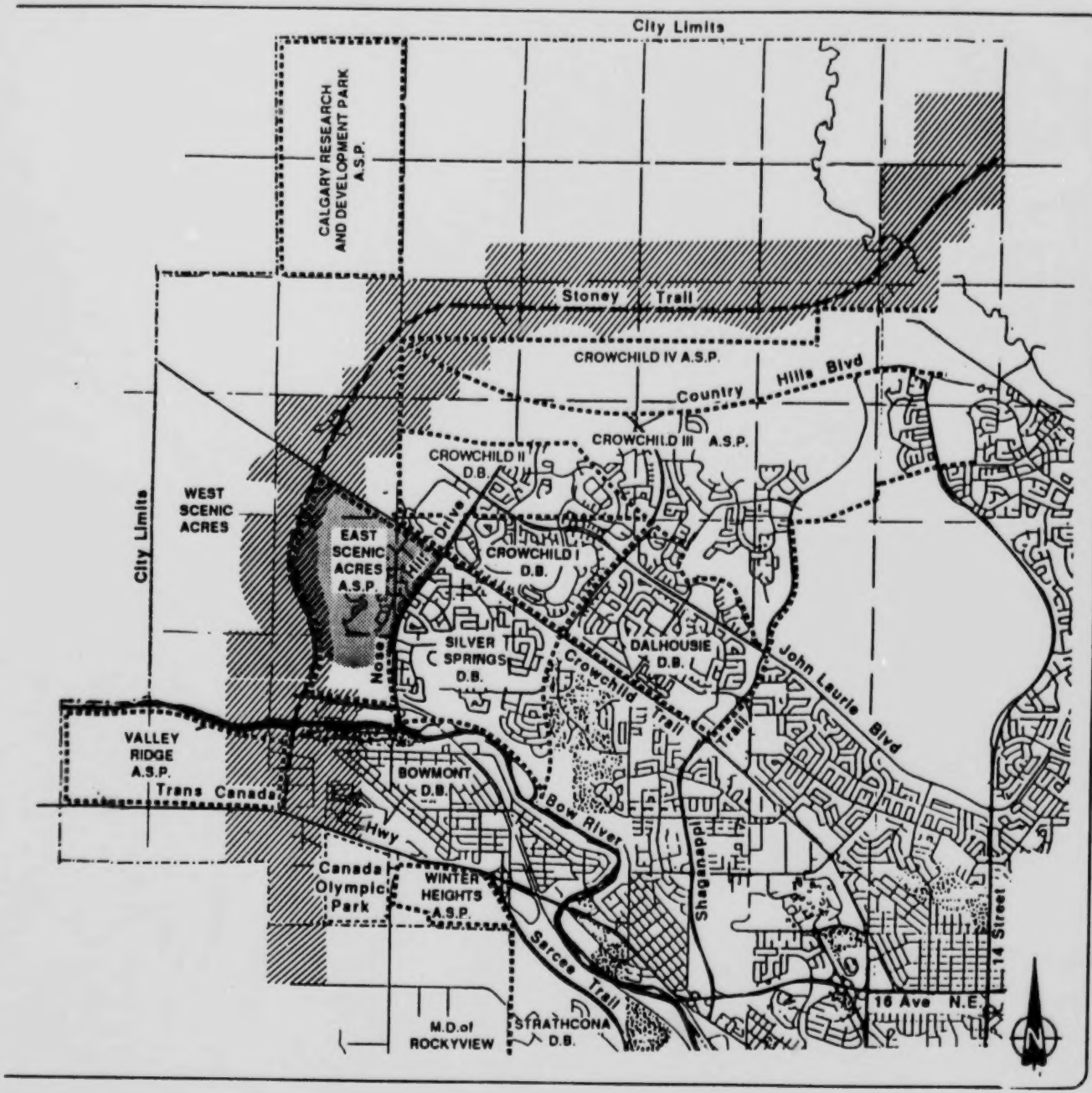
On September 10, 1984, City Council adopted By-law 8P84 to amend the General Municipal Plan, and thereby established guidelines for development around L.R.T. stations. Policies, which have been introduced by this amendment and are relevant to this A.S.P., can be summarized as follows:

- Residential densities, that are higher than the community average, are to be encouraged around the L.R.T. stations, provided that the type and design of the proposed development are compatible with the surrounding community;

- Subject to the conditions stated above, new suburban employment is to be encouraged near L.R.T. stations.

5.1.3 Design Briefs and Area Structure Plans

As shown on Map 4, planning for most of the areas surrounding East Scenic Acres is already in place. Council has previously approved design briefs for Ranchlands and Crowfoot Centre (Crowchild I and II), Bowness and Montgomery (Bowmont), and Silver Springs; and area structure plans for Hawkwood and Edgemont (Crowchild III), the Calgary Research and Development Park and Valley Ridge. An area structure plan for West Scenic Acres is currently in preparation.



EAST SCENIC ACRES

MAP 6

POLICY CONTEXT

LEGEND

- EAST SCENIC ACRES
- RESTRICTED DEVELOPMENT AREA
- A.S.P. — AREA STRUCTURE PLANS
- D.B. — DESIGN BRIEFS
- PLANNING AREA BOUNDARIES (A.S.P. & D.B.)

DATE
SEPTEMBER 1990

THE CITY OF CALGARY
PLANNING & BUILDING (APPARATUS)

0 1mi 2mi
0 1600m 3200m

5.2 Transportation Policy Context

5.2.1 Commissioners Report OD89-106

On September 25, 1989 Council approved the Commissioners' Report to the Operations and Development Committee OD89-106 which confirmed the basic internal road layout described in Part I of East Scenic Acres Area Structure Plan and the requirements set out in Section 1.3.4.

5.2.2 The Crowchild Trail North Functional Planning Study (CALTS #53, 1978)

This study provided the design for the upgrading of Crowchild Trail to a six-lane, grade-separated expressway.

5.2.3 Transportation Improvements Priority Study 1990 Update (T.I.P.S. - CALTS #139, 1990)

The priorities for funding future transportation improvements and their approximate timing are established in this study. The Northwest L.R.T. extension to 53rd Street N.W. is recommended as the highest priority LRT construction project but the timing has not been decided upon.

5.2.4 85 Street N.W. Traffic Study (1986)

The Transportation Department completed the 85 Street N.W. Traffic Study in 1986. The study concluded that, depending upon the population growth rate in the northwest, the lower limit of the Bowness Bridge capacity range (20,000 vpd) could be reached as early as 1991, and the upper limit (25,000 vpd) could be reached as late as 2001. Therefore, because of the potential impact upon the Bowness community, and uncertainty regarding the rate of future population growth, the City Transportation Department will continue to monitor 85 Street N.W. traffic closely, and if appropriate, reassess the priority for constructing the first stage of the Stoney Trail.

6.0 TRANSPORTATION FACILITIES

6.1 Crowchild Trail

This is presently the major access corridor from East Scenic Acres to the downtown area (through connections to the Memorial Drive, Bow Trail, and the 11-12th Avenue couplet). The corridor also provides direct access to the south western sector of the city. Recent improvements have reduced congestion along this roadway.

6.2 Stoney Trail

The right-of-way for this future freeway has been protected by the R.D.A. regulation, and most of the lands needed for this road within the study area are already in the ownership of the Provincial Government. The road will connect the Trans Canada Highway with Nose Hill Drive N.W. and Crowchild Trail, and is planned ultimately to extend across the northern edge of the city to link up with the future East Freeway and Highway No. 2. Although no commitment has been made with regard to the timing of its construction, the need for certain sections of this road has already been identified in relationship to continuing development in the northwest sector.

6.3 Nose Hill Drive N.W.

This road is to be re-aligned south of the study area to connect to Stoney Trail. The road will be extended further west to serve West Scenic Acres. Nose Hill Drive/Stoney Trail connection is expected to divert much of the traffic which currently uses the 85th Street bridge and Bowness Road.

6.4 Northwest Light Rail Transit

It is expected that the Northwest L.R.T. line will be operational to Brentwood Village Mall by 1990. The 1990 T.I.P.S. Update recommends further extension to 53rd Street N.W., and long-range plans call for the line to extend to Nose Hill Drive N.W. The feeder bus system in East Scenic Acres will connect to the nearest L.R.T. station at each stage of L.R.T. extension.

Park'n'ride facilities will eventually be provided north of the Nose Hill Drive L.R.T. station in the Crowfoot Centre, and south of the station in East Scenic Acres. Land is currently being protected for these facilities.

7.0 UTILITIES

7.1 Water Supply (Map 5)

The developable area in East Scenic Acres spans three water pressure zones, as shown on Map 5. Service to the area will be provided as follows:

7.1.1 Nose Hill Zone

The northwest corner of the study area lies within the Nose Hill zone. Service will be provided by the extension of the water mains from developments north of Crowchild Trail. These mains will eventually be extended to serve West Scenic Acres.

7.1.2 Big Hill West Zone

The majority of the study area lies within the Big Hill West zone. Service for the initial phases of development has been provided by extension of the mains from Silver Springs.

The 1350 millimetre (54 inch) main constructed in 1986 within the right-of-way of Nose Hill Drive N.W. provides the water supply to this zone.

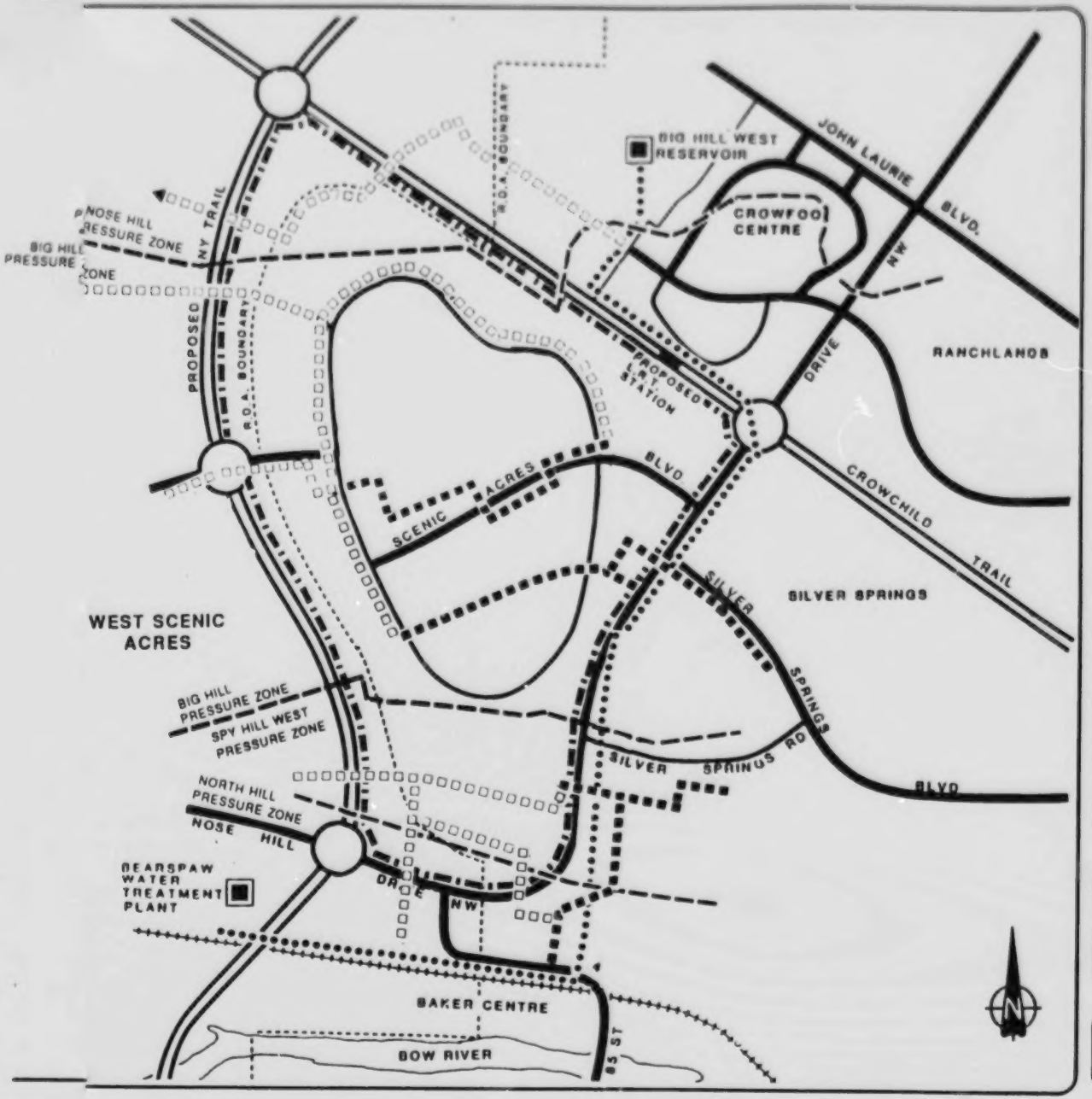
A 400 millimetre (16 inch) main will be constructed from the 1350 millimetre (54 inch) main (at Crowchild Trail and the 85th Street N.W. road allowance) through the northern part of the area, and will eventually cross the Stoney Trail to serve areas to the west. Another 400 millimetre (16 inch) main may be required to cross the Stoney Trail at the southwest corner of the study area.

7.1.3 Spy Hill West Zone

The southern portion of the area, at the top of the escarpment, lies within the Spy Hill West zone. Service to this area will be provided by extension of the mains from Silver Springs, reinforced by a 400 millimetre (16 inch) main located within the right-of-way of 85th Street N.W.

In terms of water services, development should proceed from east to west in the Spy Hill West and Big Hill West zones. Land in the Nose Hill zone should be left until last, or until such time as development north of Crowchild Trail proceeds further west.

It should be noted that the Mountain View water supply system, which serves the Town of Airdrie and the Calgary Correction Centre, passes through East Scenic Acres along the 85 Street road allowance. Within the city limits, this system will be abandoned and therefore the East Scenic Acres distribution mains will not be connected to it.



EAST SCENIC ACRES

MAP 5

TITLE

WATER SERVICING

LEGEND

- EXISTING 1350 mm MAIN
- PROPOSED 300 / 400 mm MAIN
- EXISTING 300 / 400 mm MAIN
- PRESSURE ZONE BOUNDARIES
- STUDY AREA BOUNDARY

DATE

SEPTEMBER 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

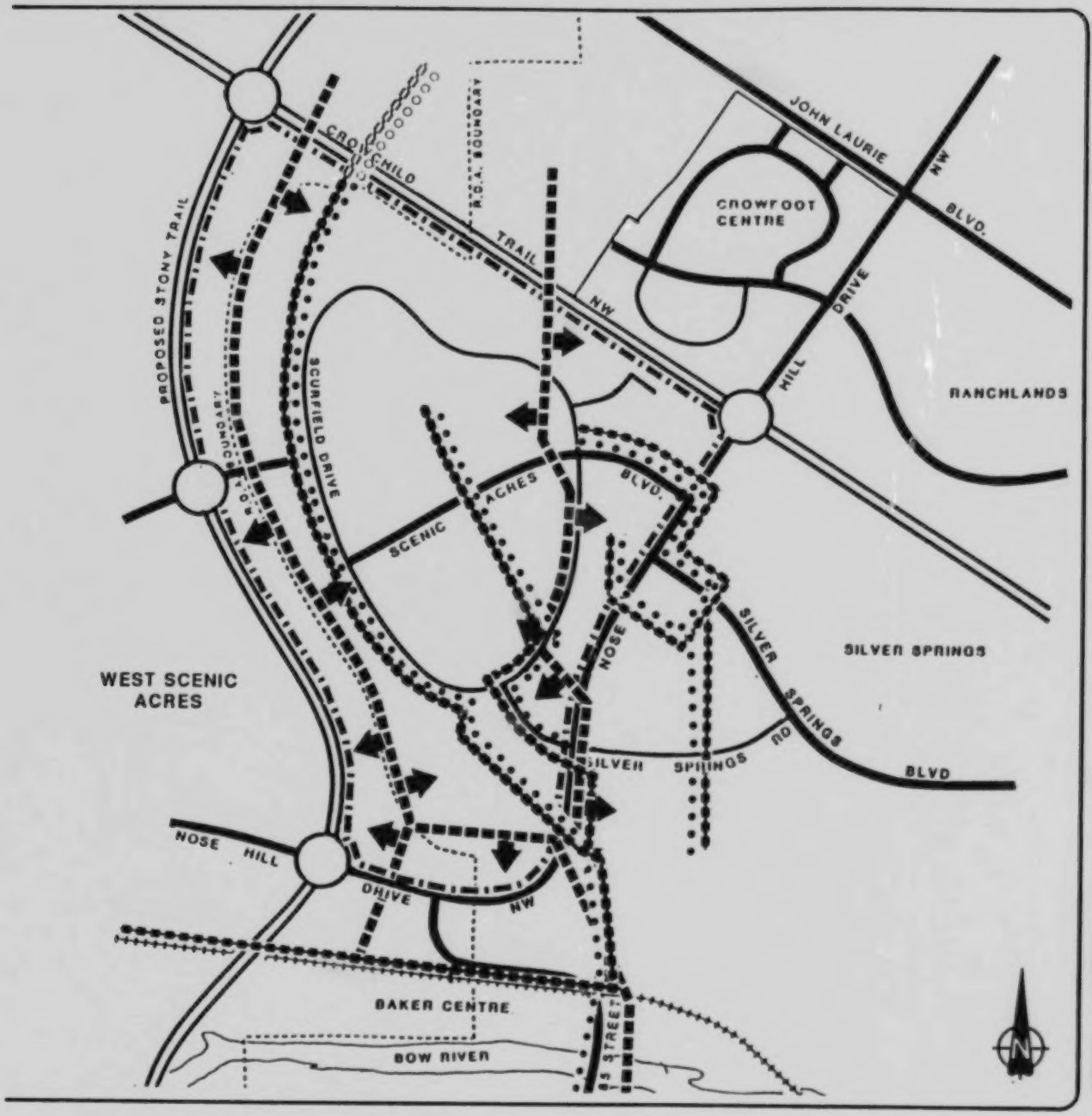
0 0.25 mi 0.5 mi
0 400 m 800 m

7.2 Storm and Sanitary Sewer (Map 6)

The storm and sanitary sewer scheme developed for this area generally follows the proposed road pattern, as shown on Map 6. When the northeastern portion of the study area was developed, the sanitary and storm trunks were extended from Silver Springs to service this area. The balance of the study area will have a separate drainage system.

The sanitary mains will drain to the southern corner of the study area to join the newly constructed Bearspaw Trunk in the Bow River valley. This in turn feeds into the West Bowness Trunk. The storm sewer system will drain into the southeast corner of the study area to an outfall on the Bow River just west of the 85 Street bridge.

Both the storm and sanitary sewers are to be oversized to service future development north of Crowchild Trail and east of Stoney Trail. The developers will be responsible for the extension of the sewers.



EAST SCENIC ACRES

MAP 6

TITLE

SEWER SYSTEMS

LEGEND

CATCHMENT AREA BOUNDARIES (STORM & SANITARY)

STORM SEWER

EXISTING

PROPOSED

SANITARY SEWER

EXISTING

PROPOSED

STUDY AREA BOUNDARY

DATE

SEPTEMBER 1990

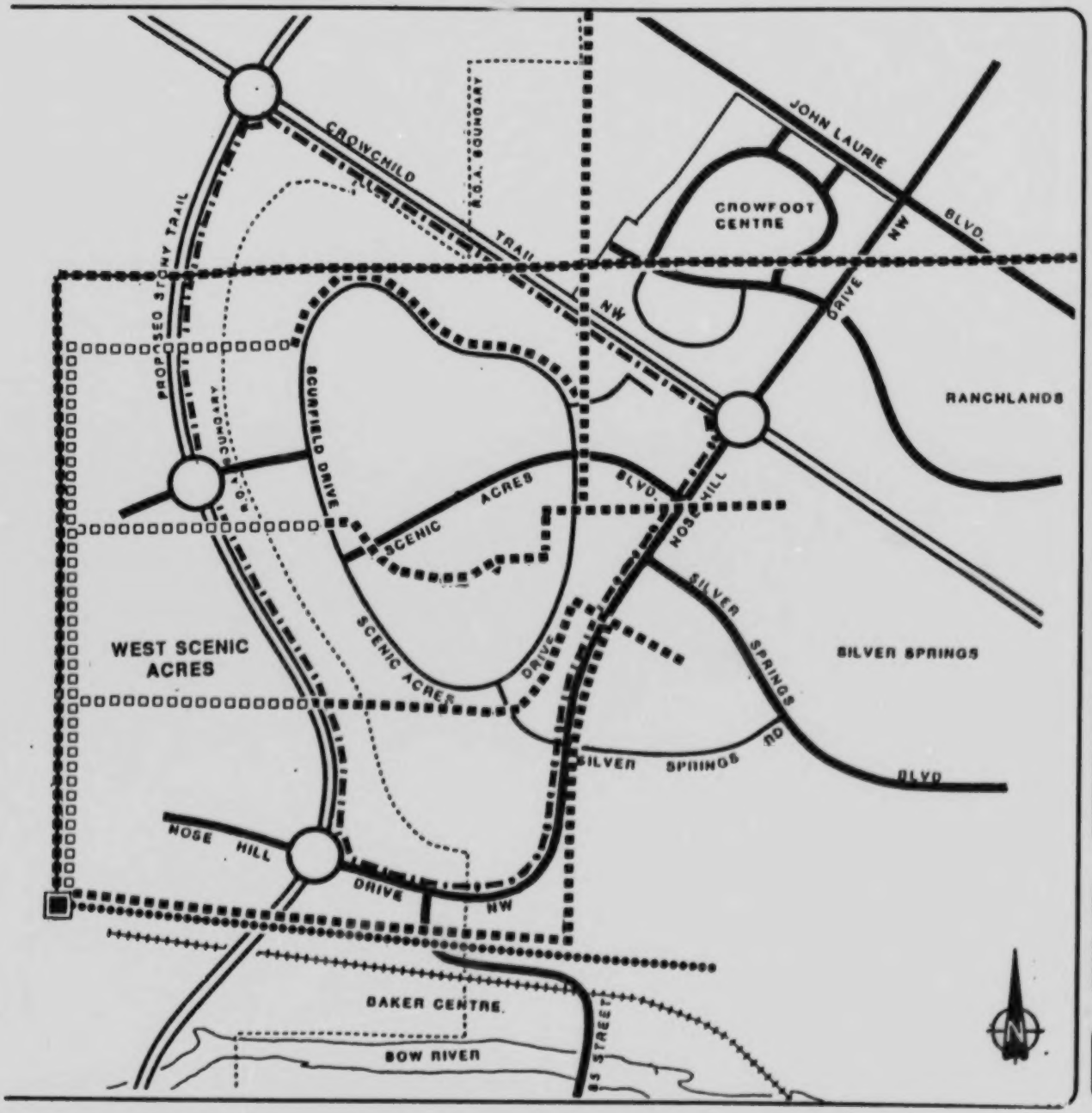
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 mi 0.5 mi

0 400 m 800 m

7.3 Electricity (Map 7)

Electrical service has been provided to the developed portions of Scenic Acres from existing feeders in Silver Springs, as shown on Map 7. These feeders can be extended further westward to serve the balance of the study area, and will eventually connect to Substation No. 36. An 18 metre (59 foot) wide easement is required to protect the existing 138 kV overhead powerline. A 7 metre (23 foot) wide easement is required to protect distribution overhead feeders which are not located within a lane. Underground feeders require a 3 metre easement.



EAST SCENIC ACRES

MAP 7

TITLE

ELECTRICAL SERVICING

LEGEND

- EXISTING 138 kV. LINE
- EXISTING 69 kV. LINE
- EXISTING 13.2 kV. LINE
- PROPOSED 13.2 kV. LINE
- ELECTRICAL SUBSTATION No. 36

DATE

SEPTEMBER 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

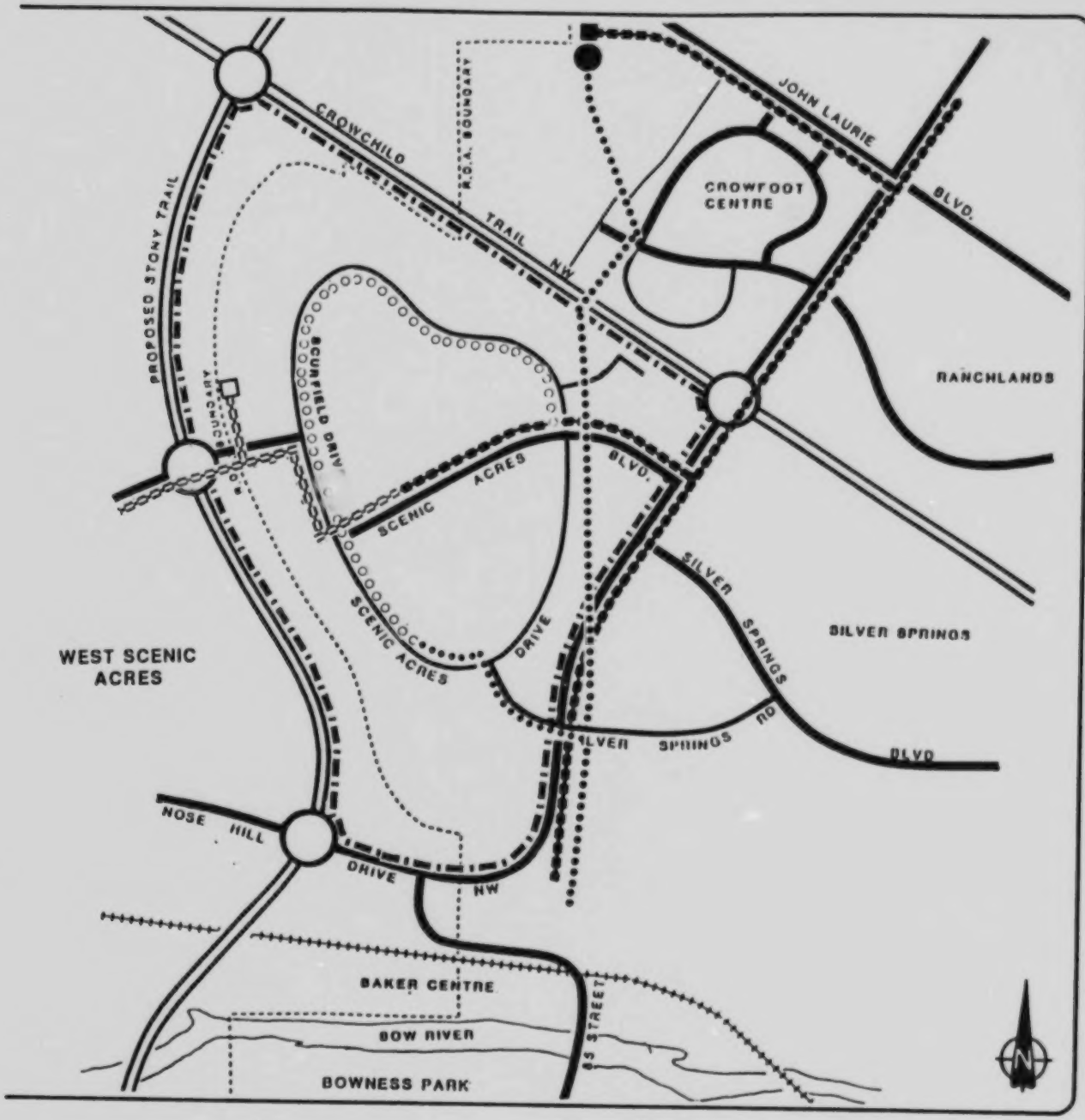
0 0.25 mi 0.5 mi
0 400 m 800 m

7.4 Natural Gas (Map 8)

Natural gas facilities in East Scenic Acres are shown on Map 8. The area is currently serviced from a 16-inch diameter intermediate pressure (I.P.) pipeline located within the 85th Street road allowance. It is proposed that an I.P. feeder main be extended westwards from this line to serve the northern part of East Scenic Acres, and ultimately areas further west as well. An I.P. loop will be built to serve the southern part of East Scenic Acres. Easements of 2.4 metres (7.9 feet) width are required for I.P. pipelines when easement is not shared with other utilities.

7.5 Telephone (Map 8)

Telephone service, as shown on Map 8, is currently being provided by the extension of the feeder lines southwards from Crowchild Trail. A new telephone office is being proposed for 1995 located in East Scenic Acres which would provide service to a portion of East Scenic Acres and West Scenic Acres.



EAST SCENIC ACRES

MAP 8

TITLE

NATURAL GAS AND TELEPHONE SERVICING

LEGEND

NATURAL GAS

- EXISTING I.P. MAIN
- PROPOSED I.P. FEEDER MAIN
- EXISTING H.P.I.P. REGULATOR STATION

TELEPHONE

- EXISTING A.G.T. LINE
- PROPOSED A.G.T. LINE
- EXISTING TELEPHONE EXCHANGE
- PROPOSED TELEPHONE EXCHANGE
- STUDY AREA BOUNDARY

DATE

SEPTEMBER 1990

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 0.25 mi 0.5 mi
0 400 m 800 m

8.0 COMMUNITY SERVICES

8.1 Schools

Three school sites have been provided for in the East Scenic Acres Area Structure Plan. These will be located on the joint use sites as shown on Map 2. The timing of construction of these schools has yet to be determined by the Public and Separate School Boards.

East Scenic Acres has been designated as a busing area for all public school students. The school boards will determine the schools pupils will attend.

8.2 Community and Recreational Facilities

Provision has been made for a wide range of recreational activities in this community. Facilities for active recreation, such as soccer fields, baseball diamonds and playgrounds, will be located on the two joint use sites (tennis courts are already located on the southern joint use site). Playgrounds and decorative parks may be located on other smaller reserve parcels, to be distributed throughout the community.

The central joint use site is a possible location for the future community hall. The Crowchild Twin Arena, constructed in 1983, is located at the eastern periphery of East Scenic Acres community and serves the communities of Silver Springs, Varsity and East Scenic Acres.

8.3 Police Service

East Scenic Acres is currently serviced by Police District #3, 4303 - 16 Street N.W., (at the intersection of 14 Street and Northhaven Drive). Depending upon population growth, a new district office may be needed in northwest Calgary.

8.4 Fire Protection

Fire Station #21, located at 209 Silver Grove Drive (Silver Grove Drive and Silver Springs Boulevard), will provide fire protection to East Scenic Acres. No new facility is proposed for this area.

8.5 Library Service

The Nose Hill Branch, located at 1530 Northmount Drive N.W., is currently the nearest library branch to East Scenic Acres.

The Board of the Calgary Public Library is currently formulating a long term strategy for future development of branch libraries on a city-wide basis. The strategy will identify the need for any additional branches to serve future growth in the northwest area.

8.6 Social Services

This community is provided with municipal social services from the City of Calgary Social Services Department's Bowmont Area Office at 5000 Bowness Road N.W., and provincial social services from Alberta Social Services' Foothills District Offices at 1240 Kensington Road N.W. In the future, another municipal area office may be needed to serve Calgary's northwest communities.

8.7 Public Health Services

The Ranchlands District Office, located at 1829 Ranchlands Boulevard (Ranchlands Shopping Centre), provides public health services for the study area. The nearest hospital is the Foothills Hospital (8 kilometres/5 miles away). No other health service office or hospital has been proposed for northwest Calgary.